

stakeholder workshops summary report

May 2010



Prepared for the California Department of Transportation,
Division of Transportation Planning

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table of contents

WORKSHOP OVERVIEW	1
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PARTICIPANTS	2
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RESULTS BY AGENDA TOPIC	
California Interregional Blueprint Highlights	4
Integrating Statewide Plans and Programs	6
Moving into a New Transportation Era	7
What's Next / Wrap Up	10

ATTACHMENTS

- Attachment A: Workshop Flyer
- Attachment B: Workshop Agenda
- Attachment C: Slideshow Presentation
- Attachment D: Other Workshop Handouts
- Attachment E: Interactive Polling Detailed Results
- Attachment F: Flipchart Notes From All Workshops

WORKSHOP OVERVIEW

During the fall of 2009, the Caltrans Division of Transportation Planning undertook an ambitious new initiative, the California Interregional Blueprint (CIB). Building on the solid foundation of Blueprint land use-transportation planning completed or in process in most of California's regions, Caltrans seeks to integrate those Blueprints as the basis for developing its own interregional multi-modal transportation plans. Specifically, Caltrans would like to develop a statewide CIB to serve as the foundation for the next update of the California Transportation Plan, the CTP 2040.

To be successful, the CIB initiative requires a strong partnership, involving sharing of data, information, and modeling practices between Caltrans and each of the regions of the State. It also requires internal information-sharing and coordination among all twelve Caltrans districts.

In order to introduce the CIB concept and solicit initial feedback on the purpose and workplan for the CIB, the Division of Transportation Planning held a series of six nearly-identical workshops specifically aimed at transportation professionals. The workshops were held from 1:00 – 4:00 p.m. on these dates and at these locations:

CITY	DATE	LOCATION
Sacramento	February 16, 2010	Secretary of State Building
San Diego	March 1, 2010	Caltrans District 11
Los Angeles	March 2, 2010	Southern California Association of Governments
Redding	March 17, 2010	Shasta County Public Library
Fresno	March 22, 2010	City Council Chambers
Oakland	April 6, 2010	Metropolitan Transportation Commission

Participation was solicited primarily through a flyer distributed by the Caltrans districts to transportation professionals at regional and local transportation agencies (Attachment A), and was also announced on the Web portal that Caltrans uses for the California Transportation Plan (and now the CIB): www.californiainterregionalblueprint.org.

All six of the workshops were Webcast and workshop materials were available on the Web portal for those attending by webcast. Several of the webcasts were also made available later to view on the web.

The workshop materials consisted of a packet with agenda (Attachment B), a copy of the PowerPoint (Attachment C), a process graphic, information on SB 391 (Senator Liu), and materials on Modal Plan Summaries and Maps, Statewide Program fact sheets, the Draft CIB Narrative Outline and Maps, and a fact sheet on the statewide model framework (Attachment D).

After each presentation, the in-person participants were asked their opinions on the key topics using interactive polling technology provided and operated by Charles Anders of Strategic Initiatives. Each participant was provided a remote FM radio input terminal to respond to questions generated by

computer and projected on a large screen. The results were tabulated and immediately presented back to the group as a catalyst for discussion (detailed results are shown in Attachment E). Questions and comments from the participants were then recorded on flipcharts (Attachment F).

Demographic information was collected to assess the different perspectives of participants based on workshop location, what organization they represented, and their role within that organization.

This report presents the combined results of the interactive polling conducted at all six statewide workshops. It is important to note that the interactive polling process conducted at the workshop venues (but not available to Webcast participants) was designed to stimulate discussion and understanding of the perspectives of the various participants. The polling results in this document should be understood in light of those observations and conclusions. The number of participants may vary among polls since all participants may not have participated in every poll.

PARTICIPANTS

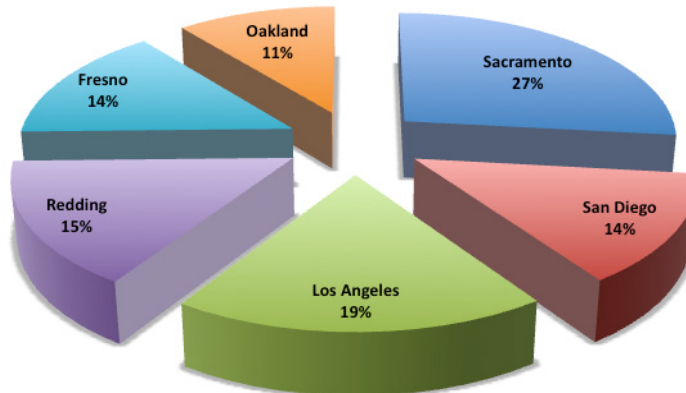
Total attendance was 880, with the majority attending by Webcast:

LOCATION	IN-PERSON	WEBCAST
Sacramento	68	140
San Diego	29	108
Los Angeles	35	121
Fresno	35	97
Redding	34	83*
Oakland	26	104
TOTAL	227	653
GRAND TOTAL	880	

*Interrupted due to technical difficulties

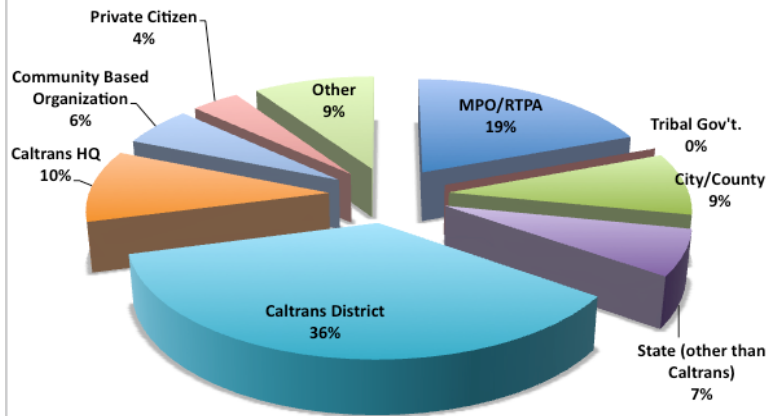
The following charts show demographic information collected through electronic polling at the beginning of the workshops. Because fewer people used the polling technology than actually attended in person, the numbers are slightly lower than the attendance numbers.

Meeting Location



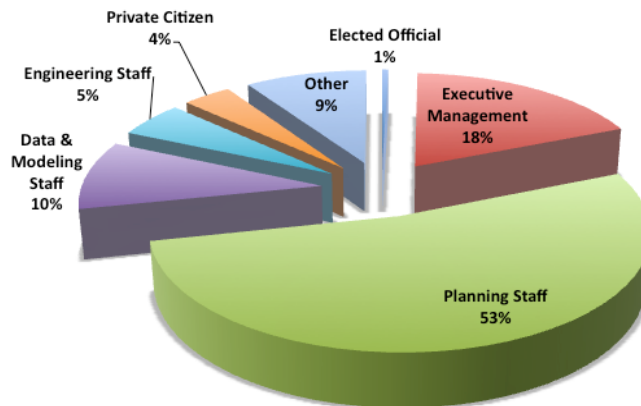
A total of 213 participants responded to this demographic question

What Type of Organization Do You Represent?



A total of 213 participants responded to this demographic question

Which Best Describes Your Role?



A total of 212 participants responded to this demographic question

RESULTS BY AGENDA TOPIC

In the following sections, the workshop polling results as well as key comments and questions are organized by workshop agenda topic. Because the agenda and some of the polling questions changed slightly after the first workshop in Sacramento, some of the results are not comparable across all workshops. These are noted in the text. More details on the content of the presentations are available in the PowerPoint (Attachment B) and in the recorded Webcasts (www.californiainterregionalblueprint.org).

Each workshop started with a welcome from a regional transportation leader and opening remarks by Martin Tuttle, Caltrans Deputy Director of Planning and Modal Programs. Mr. Tuttle reviewed the background and rationale for the CIB initiative as well as California's challenges of the economy, growth, an aging population, climate change and air quality, and chronic budget deficits.

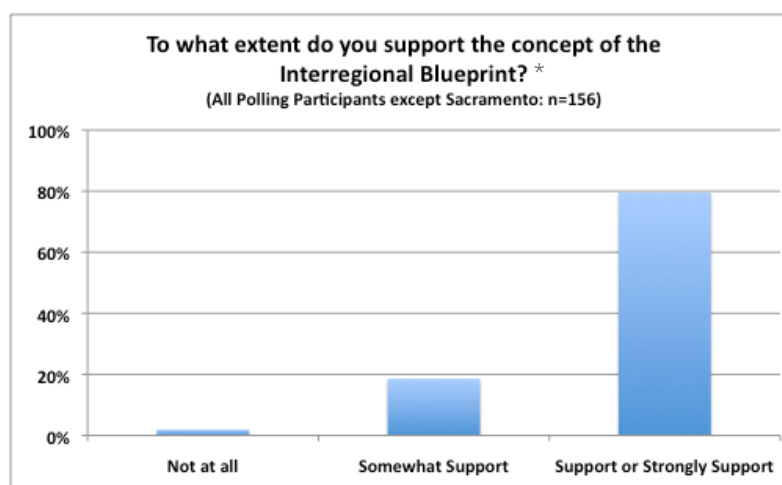
California Interregional Blueprint Highlights

Depending on the workshop location, either Sharon Scherzinger, Caltrans Chief of the Division of Transportation Planning, or Nathan Smith, Caltrans Chief of the Office of State Planning, provided the highlights of the CIB.

After this presentation Mr. Anders asked an interactive polling question and facilitated a discussion of the results among the participants.

At all of the workshops except the first one in Sacramento, participants were polled about their support of this initiative.

Clearly, the large majority (80%) support this initiative (46% strongly support and 34% support).



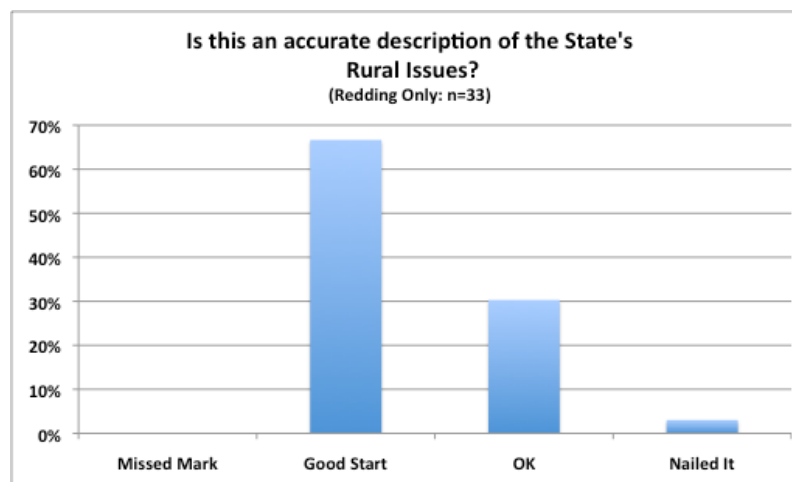
*In Sacramento, the question was asked somewhat differently and later in the discussion, with 92% supporting or strongly supporting the effort.

Comments and Concerns

- CIB is important in addressing climate change (San Diego)
- Support to the extent that it helps with interregional and internal state departments coordination (Fresno)
- We need the multimodal, holistic perspective that the CIB offers (Fresno)
- CIB exercise is very valuable – highlights best practices of regions in the face of limited resources (Oakland)
- Concern about use of data – and how to ensure data is adequately addressed by decision-makers (Oakland)
- Level of commitment to this effort by the State (Los Angeles)

In Redding, an additional polling question was asked about the following list of rural issues:

1. Safety is a significant concern in rural areas
2. Impact of goods movement on the rural and interregional system
3. Funding transportation to sparse, widely distributed population
4. Lack of communication infrastructure, particularly broadband

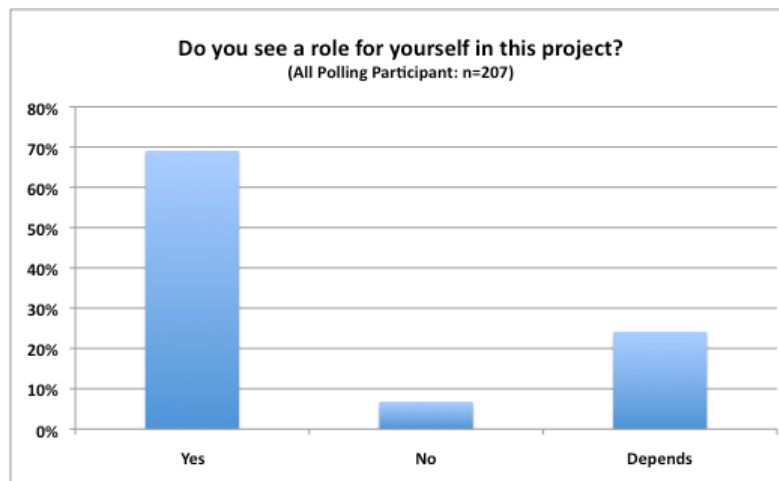


Comments and Concerns (Redding workshop only)

- Need to consider the impact of recreational traffic (weekend traffic), not just commuter traffic, on rural roads
- Need to address how RTPAs fit in the CIB – versus the MPOs
- Concerned about cross-border impacts (e.g. Del Norte County and Oregon)
- Sample size in rural area for household travel survey is too small, so may need oversampling

Integrating Statewide Plans and Programs

Pam Korte, Caltrans Acting Project Manager of the CIB project, then gave a presentation on how Caltrans proposes to integrate statewide plans and programs into the CIB. Mr. Anders asked the participants a follow-up polling question about their own participation:

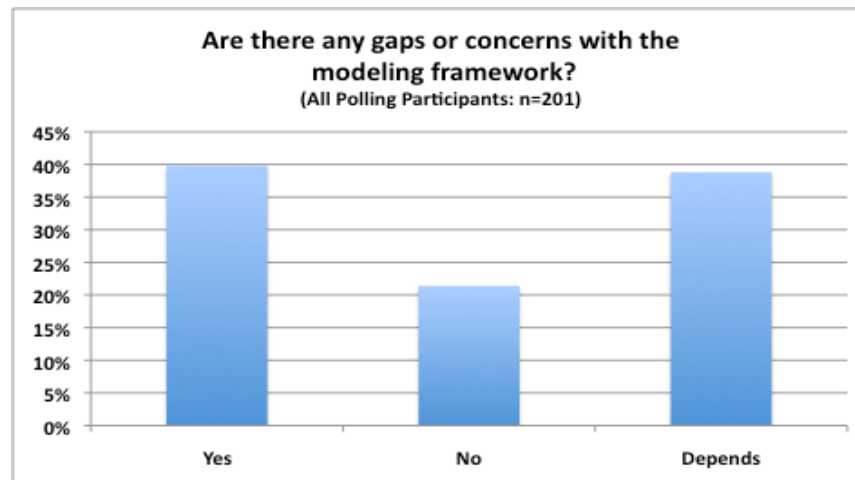


Comments and Concerns

- Sharing data and planning information (Sacramento)
- Ensuring regional transportation plans are linked to state plans and interregional blueprint (Los Angeles)
- Educating stakeholders on public health and the transportation connection (Los Angeles)
- Inviting partners to consolidate vision and implement this plan (Los Angeles)
- Addressing goods movement in Imperial County (San Diego)
- State's commitment to the initiative (Redding)
- Ensuring public health needs are addressed and persuading politicians to get blueprint planning done (Fresno)

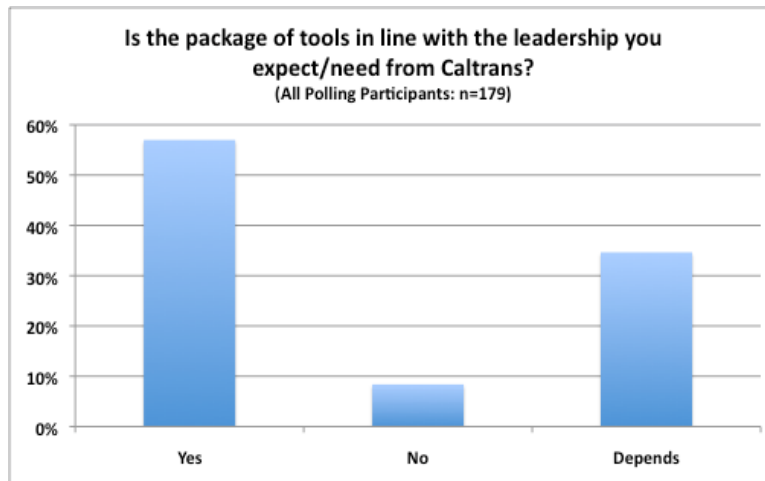
Moving into a New Transportation Era

Mike McCoy, of the UC Davis Urban Land Use and Transportation Center, then delivered a presentation on the statewide modeling framework that is being developed for Caltrans by UC Davis in support of the CIB effort. He also explained that there will be a California household travel survey conducted in 2010-2011 time frame (and delivered in 2012) that will support the regional and statewide models. Mr. Anders then asked the following polling questions and many comments and questions were identified.



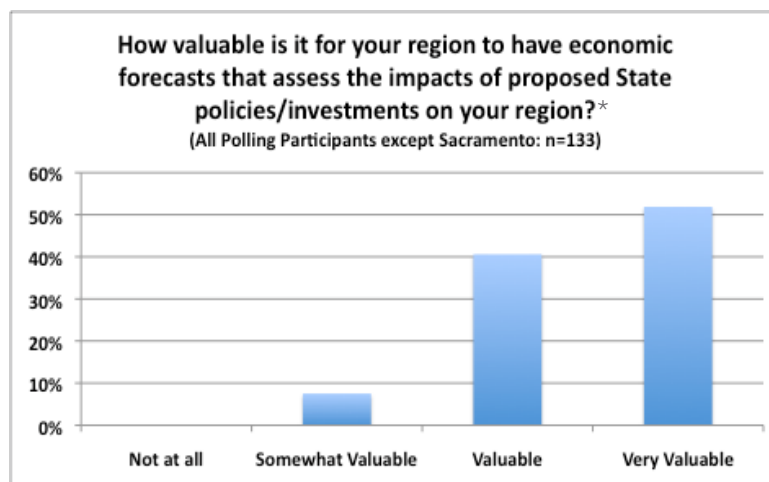
Comments and Concerns

- Concerns about how rural areas are represented in the model; how statewide model is vetted with the regional models; how interregional trips are defined; and how the State will reconcile conflicting data (Sacramento)
- The state needs to create appropriate scenarios for the modeling framework that help us understand the true costs of the jobs-housing imbalance in the State (Sacramento)
- Ensure good social and economic data and trends in the model (San Diego)
- Transparency in data analysis and modeling are key – need to share data; address how models will be maintained and updated; ensure consistency with MPO data; and ensure biking and walking included in the modeling framework (Los Angeles)
- Consider oversampling rural California in the survey (Redding, Fresno)
- Ensure public health concerns are addressed in the modeling (Fresno)
- Address political influence in the modeling process (Oakland)
- Concerned that State will have sufficient data for activity-based modeling (Oakland)
- Coordination of statewide household travel survey with national household travel survey (Oakland)



Comments and Concerns

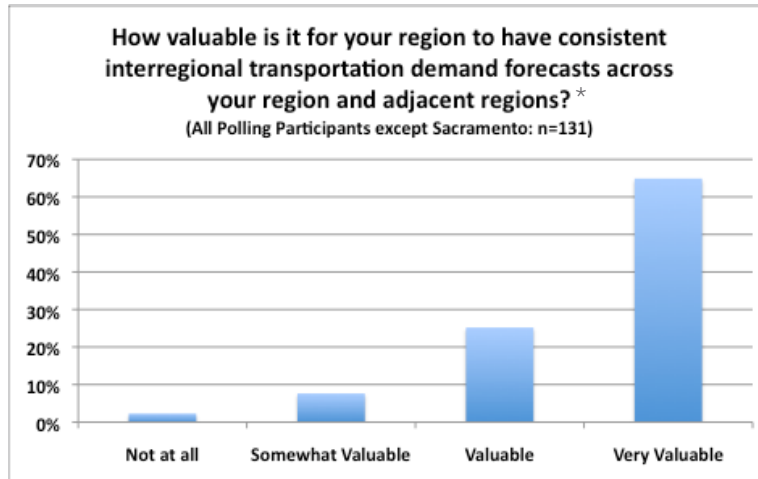
- Tools are important but issues are how they are presented to decision-makers and keeping tools simple (Redding)
- Need to consider pricing as one of many solutions (San Diego)
- Will new US Census results be integrated? (Sacramento)
- How will initiative affect selection of projects and project delivery? (Redding, San Diego)



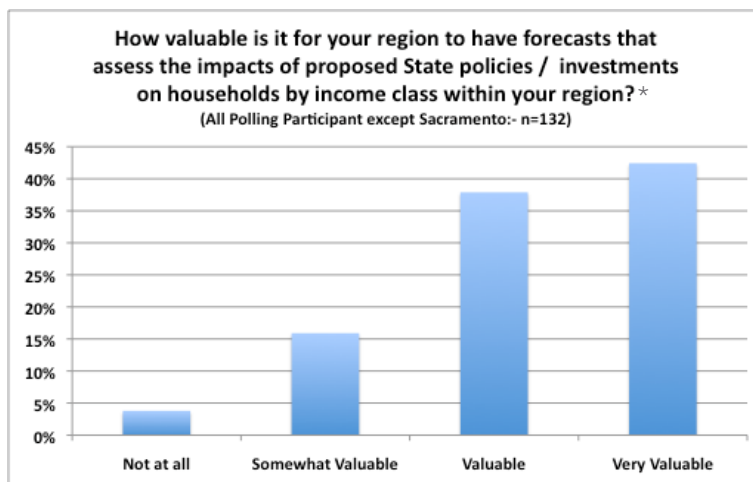
*In Sacramento, the question was posed as a yes/no question, with 95% saying these economic forecasts would be valuable.

Comments and Concerns

- It's good that the state is providing the modeling framework – smaller agencies can't do it (Fresno)



*In Sacramento, the same question was posed as a yes/no question with 95% indicating that consistent interregional transportation demand forecasts would be valuable.



*In Sacramento, the same question was posed as a yes/no question with 86% indicating that consistent interregional transportation demand forecasts would be valuable.

What's Next/Wrap Up

At the end of the workshop, Martin Tuttle concluded the presentations by informing participants about the next steps in the process and how to stay informed and engaged in the CIB process. At the Sacramento and San Diego workshops, Mr. Anders followed up with a few last interactive polling questions asking whether Caltrans was on the right track with the Interregional Blueprint effort. At these workshops, 73% of the participants agreed that Caltrans was on the right track with this effort, while an even larger number indicated support for the next steps as proposed by Caltrans.